THE BELMONT CHRONICLE.

AND FARMERS, MECHANICS, AND MANUFACTURERS' ADVOCATE.

NEW SERIES VOL. 5.

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Mr. COOPER. I desire to address the Senate on the subject, and cannot consent to forego the privileges of the floor. Several SENATORS, to Mr. SMITH. Go on!

Mr. SMITH. I must, then, throw mysel on the indulgence of the Senate in submitting a few remarks, which I trust will be ac corded to me, if for no other reason, in consideration of the fact that I seldom obtrude myself on the notice of this body, and never except to discuss some matter of practical importance. I have taken no part in the disbeen raised here touching our foreign relations, and which have occupied a large portion of our time during the present session, to the concerning the welfare of the American people. But though we are brought very late to an examination of this bill, I hope enough of time and opportunity remains to enable us to make an enlightened and proper disposition of the question before us. And what, sir, is that question! It is whether we shall now a lopt amea ure commended to our confidence by the deliberations of some of the ablest and most experienced members of this body.

I confess, Mr. President, I have concluded.

contrary to my first impression, that it is my duty to acquiesce in the result of those deliberations, and to give the bill before us, with slight exceptions, my cordial support. It is true I did, very early in the debate, express the opinion that it would be impracticable, during the present short session, so to arrange and settle the general plan and details of a bill as that it would command the therefore insisted that nothing more could be proper and just appreciation of the subject by tee, at the head of which my honorable and excellent friend, the Senator from Texas, [Mr. Rusk,] has been placed, has satisfied me that I was mistaken. They have brought before us a bill which seems to me to have been well considered, and to be substantially right, both in its general plan and details. I am, therefore, for pressing this bill to a vote; I am for taking the judgment of the Senate on the subject, and let those incur the responsibility who would defeat the measure and postpone even the commencement of this work for two years longer. Be it remembered, if we do not act now, no bill can be got through the next Congress until July or August, 1854, and that little or nothing can be done to advance the measure until the spring of 1855. Hence, sir, I rejoice at the success of the committee, and I desire to proffer to them my cordial thanks for their indefatigable labors. If nothing is now done on this important subject, no one can think of laying the blame at

I repeat, Mr. President, I consider this bill substantially right. I do not mean that either the general plan or details are such as I would have proposed. I suppose if every honorable member were to be charged with a subject like this, susceptible of an infinite variety of plane and details, each would adopt a measure having a specific character, and differing from that of every other member. If we are to await until every member has before him exactly the scheme he would prefer, we should wait until the end of time. I feel myself under an obligation to lay aside my preferences and my notions of what would be best in dealing with such a subject. If I can find in the bill a plan that is practicable, and which does not compromit any great public interest, be enough for me. I shall feel it to be my duty to accord to it my support.

templated by this bill, and what is the scheme

THE BELMONT CHRONICLE, | could be proposed to an American Senate, be- whether it shall be finished in five years or tious opposition, and shall be governed, on all this objection would have great weight; but that there are similar mines in northern promote the road. And then we are to have

Without dwelling any further on the subfor this work, to be advanced as it progresses,
and grants in the States alternate sections of
the public lands, on each side of the road, for
six miles in width, and in the Territories,
of the President, after obtaining the requisite
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shall venture to presume) of high ability and

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lious the e HON. TRUMAN SMITH, of Conn., to levy tolls subject to supervision and control of Congress to a certain extent, and are indispensable to a proper economy. If it were to determine what should be done. I desire to surrender them up to the United States at executed after the fashion of the Cumberland of any considerable surplus with this bill. Nothing is more certain than the united States at executed after the fashion of the Cumberland of any considerable surplus with this bill. Nothing is more certain than the united States at executed after the fashion of the Cumberland of any crop, will frequently cast down its against the contract system would, in the place of the contract system would, in the contract system would, in the place of the contract system would, in the contract system would, in the contract system would be contracted by the contract system would be contracted In support of the Bill reported by the Hon. Mr. Rusk, of Texas, from a Select Committee, for the construction of a Railroad and Telegraph in the construction of a Railroad and Telegraph in the mean time, they are to denote the subjected to such burdens by taking of Cocan.

DELIVERED IN THE UNITED STATES SENATE, FEBRUARY 17, 1833.

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The said:

To surrender them up to the United States at the end of thirty years, should Congress so the construction of the mails, and the officers, will requestly east down its again the end of thirty years, should Congress so the contained to know whether results, such as the President the end of thirty years, should Congress so the contained to the Sierra Nevada, but whether we can get over what mountain is a first of the surplus itself; hence by taking the subjected to such burdens by the free task may be, of a board of officers of distinguished ability, would not greatly exceed the cost of roads and all the public interests as any would not greatly exceed the constructed by private enterprise and capital in various parts of the Country. If, then, we of Congress! I hope I shall not be considered.

The subjected to such burdens by taking the read out in sections the surveys and explorations before him, and with whether we can get over what mountain is a first the end of thirty years, should cost the end of the will be assistance of his Cabing, and the surveys and explorations before him, and with whether we can get over what mountain is a function of the Bliston to the Sierra Nevada, but whether we can get over what mountain is a function of the wait of the wil

and a repudiation of the labors of the commitand a repudiation of the labors of the committee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questee. It is certain, that if we are to have a terprise would be no unsafe arbiter of questerprise would be thorough exploration and survey of all the va-rious routes, and the costs of each precisely the two Houses of Congress.

The lives of virtuous, intelligent, & session, that the people there are by idleness, ascertained so that we may determine which

tive practicability and economy be settled, capital requisite for the consummation of this of course he must cause a survey to be made great enterprise. I need not, Mr. President, Now, suppose all the surveys and exploration of the roud in part will greatly facilitate.

This measure, I again remark, will consummation of the surveys and exploration of the roud in part will greatly facilitate.

ture would be required! do but draw a line from point to point on the propriety.

public domain now of much value, and yet it to defeat the bill; but I think it would be more ecutive agency!

course of the road, and then directs him to in conformity with the directions of Congress, shall venture to presume) of high ability and from thence to the eastern base of the Sierra ed over this road to California, and thus the clode, that in the Post Office Department we course of the road, and then directs him to in conformity with the directions of Congress, contract, after public notice, with and at the proper cost of national Treasury, standing. He will also have the power to or- Nevada. The ascent from the Missouri to eastern markets will be relieved, and agriculture of the eastern markets will be relieved, and agriculture of the eastern markets will be relieved. the lowest bidders, for the construction of the It is believed that great advantages would atthe lowest bidders, for the construction of the road and telegraphic line, with regulations and details which need not be specified. The contractors are to own the road and line, and to levy tolls subject to supervision and contract system would, in my judgment, be lowest bidders, for the construction of the product system be about to be persented. If we could find amount to be advanced by the Government, & copyrights to the traveler; but when he comes to test the elevation by the Pacific a market for the products of even a few of the western States, to levy tolls subject to supervision and contract system would, in my judgment, be and those whom he may call to his assistance, to levy tolls subject to supervision and contract system would, in my judgment, be and those whom he may call to his assistance. The great lifticulty with our significance by the Government, & copyrights to the traveler; but when he comes to test the elevation by the Bourd find amount to be advanced by the Government, & copyrights to the traveler; but when he comes to test the elevation by the Bourd find to the traveler; but when he comes to test the elevation by the Government, & copyrights to test the pass is so very gradual as not to be advanced by the Government, & copyrights to test the pass is so very gradual as not to be advanced by the Government, & copyrights to test the pass is so very gradual as not to be advanced by the Government, & copyrights to the traveler; but when he comes to test the pass is so very gradual as not to be advanced by the Government, & copyrights to the traveler; but when he comes to the western States, to test the pass is so very gradual as not to be advanced by the Government, & copyrights to test the pass is so very gradual as not to be advanced by the Government, & copyrights to the traveler; but when he comes to the traveler; but when he comes to the products of even a few of the western States, to test the pass is so very gradual as not to be advanced by the Government, & copyrights to test the pass

indefinite period. He moves to strike out the dertaking, and to put the work into the hands no previous question, no means of closing a then the question, whether of practicability the eastern and western sides of the continent, ey. The necessity of any such sacrifices enacting clause, and to substitute a provision of such citizens as may be disposed to furnish debate. Hence nearly the whole of every or economy, must be decided either by Confor such explorations and surveys, by and unthe requisite capital, and would execute the session is occupied in discussing a few topics, gress, or, as proposed in this bill, by the Exder the direction of the Secretary of War, as he may deem advisable to ascertain the most favorable terms for the public; leaving it to their own sagacity and sense he may deem advisable to ascertain the most favorable terms for the public; leaving it to their own sagacity and sense he may deem advisable to ascertain the most favorable terms for the public; leaving it to their own sagacity and sense how a proposed in this bill, by the Exception of the Salt Lake and the favorable terms for the public; leaving it to their own sagacity and sense how a proposed in this bill, by the Exception of the Salt Lake and the favorable terms for the public leaving it to their own sagacity and sense how a proposed in this bill, by the Exception of the Salt Lake and the sal he may deem advisable to ascertain the most lie; leaving it to their own sagacity and sense protection of the subject the business before us we are obliged to act could be obtained in a single season, and then from the Mississippi to the Pacific; and also course, together with all the details of location of the least. The heart of the part from the Mississippi to the Pacific; and also course, together with an the details of local a further provision authorizing and requiring tion, making them such compensation in land, have so much liberty of debate, that we really to receive proposals from indication of the point of departure and the general course viduals or associations, for the construction of list, and equitable. It is safe to say that calling for the action of Congress. Hence, of the road should pass those of t the road, to be laid before Congress at its next whatever would be best for the stockholders after many weary months in listening, with tail can then be made with safety, economy, ted to premature graves, in seeking new would in a short time work a great moral, inin respect to the location and general course what patience we can muster, to never-end- and dispatch. You will need no detachments homes on the shores of the Pacific, and evi-

of all possible modifications of each route, for execution of the work is to be confided to such and the Executive, all in hot haste, least this and in no other way could the former be ac- would amount annually to six per cent. in- than benefit isl. in no other way can the question of compara- citizens as may be disposed to furnish the or that appropriation should be lost by the complished without an enormous outlay. Ev- terest on the whole capital required to build

railroad, would be found to be quite a different in the impartiality, sound discretion, and high cable, because from thence we can branch to the reasons by which, as I conceive, the but I will not do so, as I wish to bring my affair from merely settling a line, as in the sense of patriotism and duty, of the President Oregon; whereas, if the southern route be policy of this bill can be vindicated. It is not remarks to a conclusion as soon as possible. case of the United States and Mexico. I ver- elect-nay, a good deal more-than I have in taken that will be impossible. But I am for pretended that either private citizens, or the ily believe the surveys that would be neces. the collective judgment and wisdom of the a road anyhow, whether North or South. Be- authorities of the States through which the sary to enable Congress to determine which two Houses of Congress. I am not among sides, I believe we shall have a railroad with- road must run in part, can undertake its con- and General Post Office. It will reduce the is the most practicable and most economical those who share the responsibility of his ele- in twenty-five years, between the Mississippi struction. The States have no power to act expenses of our Army, particularly in the route would require more time and a larger ex- vation to the Presidency. I supported, with and the Columbia or Paget's Sound. I be- in the Territories, and have not, moreover, re- Quartermaster and Commissary's Depart penditure of money than the construction of whatever of effort I was capable, another cit- lieve it with almost as much confidence as I sources adequate to an enterprise of such vast ments. The costs of transportation a e non izen, who had rendered his country services do in my personal identity; and I do not con- magnitude. The work, therefore, must be ex-But the honorable Senator [Mr. Brodukan] such as no man now living can boast of, and cur at all in the opinion expressed by my ecuted by the authority of Congress, & at the requires the Secretary of War to receive proposals for the construction of a road from the generous and patriotic course, his unspotted Coorga,] the other day, that the snows would part, if it is to be exented at all. valley of the Mississippi to the Pacific Ocean, life, and his transcendent abilities, was enti- render a railroad impracticable at the South I have then to say, Mr. President, in the and to lay them before Congress at the next the det offil the chief executive office. But my Pass. If such roads can be worked to ad- first place, that the construction of this road This cause has contributed more than any session. How can proposals be made when wishes, my opinions, and my efforts, were vantage in New England, Canada, and even will tend powerfully to develop the internal the honorable Senator does not condescend to overruled, and, like a good chizen, I cheer- in Russia, in the winter season, I am quite resources of the country. It will open a vas inform us how, when, or where this road is to fully acquiesce in the result. The President sure there can be no barrier to their use at breadth of the public lands, now inaccessible be constructed! He does not say whether it elect has received a high expression of the all times at the point mentioned, and even at to speedy settlement. It will also bring withis to be a road to the Columbia river or to San confidence of his countrymen. The North a much higher latitude. Francisco, or if to the latter point whether it and the South, the East and the West, sup- It is also insisted that it is improper to pass interior, praticularly in copper, and other not all of which, will be saved by the con shall have its course through the South Pass ported him with unexampled unanimity, and this bill for the reason that the surveys and metals of great economic value, to say nothor by New Mexico; -whether its eastern it is my sincere desire that his Administra- explorations have not been had which have ing of gold and silver. It is well known that terminus shall be on the Mississippi or at tion may be successful-may conduce to the usually been deemed an important, if not an there are in New Mexico, on the Gila river, mail. A semi-monthly mail to and from Call. some point in the western boundary of Ar- prosperity of the American people, and to the indispensable preliminary to legislative ac- extensive and very productive copper mines;

Mr. SMITH said:

Mr. Parsider M This amendment, Mr. President, will, if a of the road, would be quite likely, nay moraling disquisitions, relating to anything else of the Army to protect your surveyors. Large dences of mortality everywhere attend the fortunate country; or, in orther words, it This amendment, Mr. President, will, if a of the road, would Americanize New Mexico. It appears to would Americanize New Mexico. It appears The third method is the one which we have of a shovel. Nobaby knows what they are, road as it progresses, and then the road itself upright citizens are inappreciable, but we can ignorance, and vice reduced to the lowest ascertained so that we may determine which is the intermediate method, is the most practicable and economical, as an indispensable preliminary to the action of where governmental control and capital is members of the Committee on Finance of the plies, and on Ways and Means of the House plies, and this will greatly reduce the exception of money and of time, (which is said to be money,) when this road shall be constructed will facilitate the passage of the surveyors to of money and of time, (which is said to be money,) when this road shall be constructed will greatly reduce the exception.

by way of the South Pass to the navigable enter into a comparison of these three methwaters of the Columbia, if not to Puget's ods. The honorable committee have seen fit from Pennsylvania should be made, and all

If, for example, the President were to de-Sound, and then, also, by the same pass, to to adopt the last, and I can see no superior ad- the different routes estimated, planned, and cide that the point of departure should be at form now an adequate conception of the ef-San Francisco. He must cause a survey to vantages in either of the two former to in- laid down on maps, (the world would hardly or near Independence, Missouri, and if we feet which a well-appointed, be made by way of New Mexico and Walker's duce me to reject the latter. I therefore have contain the books which would be written.) commence the construction, and carry the and well-managed railroad, connecting the Pass, to the Pacific; and then he must take up each of these general routes, and examine up each of these general routes, and examine and the whole of this vast amount of information should be pitched into the two Houses of obvious that this would aid essentially surall the various modifications which may be been made to this plan, which I wish to no- Congress, what would become of it! What veys for the next one hundred miles. Pro- of the world. It would probably ere long resuggested. He must also ascertain what is tice briefly. They have been examined, and chance would there be that the subject would bably the cost of such survey would not be suit in a great commercial revolution, and the number of square yards of embankments, as I humbly conceive, refuted with signal a- receive a dispassionate and a proper examin- one tenth part what it would be were the make the United States the thoroughfore of excavations, and masonry, which would be bility by my honorable and excellent friend, ation! Should we not have interminable de- work undertaken without the aid of the road. Europe in going to and from China, and other excavations, and masonry, which would be birtly by my honorable and extent.

The combination, therefore, of the two operations, and other structures, inwho has just resumed his seat.

Oriental countries. Its tendency to build up
to one, rushed through on the very heel of tions to some extent, is indispensable to done than to make provision for such surveys and explorations as would be required for a dispensable to the proper working of a railroad. He would be obliged to organize sev- and among others the honorable Senator from what jealousies, what sectional dissentions more, on the plan here advocated, the parties London, would be great, and might prove eral corps of engineers, and employ them on South Carolina, [Mr. Butler,] to whose o- should we not have! Would not the oppon- who make the contract will have to be at all decisive. different parts of the work, and each would pinions I have ever been disposed to listen ents of this policy, reinforced by those who the expense of these surveys and estimates in have to be protected by detachments from the with deference and respect, that this bill pro- are dissatisfied with this or that location, be detail. They need not cost this Government to bring into subjection the wild Indian tribes Army. How long would it take to execute poses to confer on the Executive, or the chief sure to defeat the whole scheme! Indeed, on one penny. All, therefore, we should provide roaming over the in erior of this continent, such a work, and what amount of expensi- of the incoming Administration, a power which the question whether the fixing of the termi- for, are such explorations and surveys as who have been for years harassing the tronis unprecedented in the history of the coun- ni and the general course of the road shall or would enable the Executive to fix the termini tiers, particularly those of Texas, and doing Fortunately we have the lights of experi- try. I fully admit the extent and magnitude shall not be referred to the Executive De- and general course of the road, and precise infinite mischief there and elsewhere. We ence to guide us. On the 30th of May next of the power proposed to be conferred. To partments, depends, in my judgment, the estimates and calculations, such as are ordi- shall also by such means find ourselves in a it will be four years since we commenced run- fix the termini of this road, and to lay down question whether we shall not have a narily laid before our State Legislatures in condition to fulfill our treaty obligations to ning the boundary between the United States or establish its general course, is to decide railroad to the Pacific. The committee have cases of this sort, are impracticable and un. Mexico in respect to these Indians, to which and Mexico, in conformity with the treaty of questions which deeply concern the welfare hit on the only practicable scheme. With attainable. The case is a peculiar one; the we have hitherto paid little attention. By Gundalupe Hidalgo. The work has not been of the whole country; and yet I cannot see the President there will be a proper sense of object is to connect the two sides of a vast finished to this day, and has cost us half a how we can do better than to place the dis-responsibility, high intelligence, and a just continent, and the intermediate space is a million of dollars; and yet at least one half of position of these questions in the hands of the appreciation of the true interests of the coun- wilderness thronged with savages. Explora- positive and peremptery manner, to restrain that boundary consisted of rivers; and with Executive. I think we can do so, under the try. I am satisfied there will be no want of tions and surveys are alike difficult and dan-forcibly the incursions of the savages from respect to the other half we had nothing to circumstances of the case, with safety and either inclination, ability, or effort, on the gerous, and to apply to such a case the United States into Mexico. I have bepart of the incoming Executive, to make a ord narily observed by our State Legislatures, fore me that article, and it was my purpose to surface of the earth, and mark it by suitable I am apprehensive, Mr. President, that I wise and safe disposition of this entire mat- is absurd and ridiculous. The necessities of read it to the Senate, and comment on it, 18 monuments. How infinitely more vast is the shall be obliged to pay a poor compliment to ter. It is possible that a reference to the an undertaking so novel and unexampled, will do not believe honorable Senators are aware undertaking proposed by the honorable Sena- the two Houses of Congress, for I am con- President may cause a location contrary to furnish laws by which we should regulate our how stringent its terms are, and how high tor! Estimates of embankments, excavations, strained to say, as the result of many years' my present impressions of expediency. I conduct. masonry, and other matters appertaining to a observation, that I have as much confidence prefer the route by the South Pass, if practi-

by which that object is to be reached! The kansas, Missouri, or Iowa;—whether it is to success of our free system of government. I tion on such a subject. If we were about to and I was informed, not long since, by an in-be a road with a single or double track, nor shall oppose to that Administration no fac-

in our grasp the mineral wealth of the remote amount to several millions annually, much, i

could be proposed to an American Senate, being no less than the establishment of a railtoroad and telegraphic communication between road and telegraphic communication between the road when the bill directs these ve.

whether it shall be finished in five years or lious opposition, and shall be governed, on all this objection would have great weight; but the expenditure for the guidance of Congress duty.

whether it shall be finished in five years or lious opposition, and shall be governed, on all this objection would have great weight; but the expenditure for the guidance of Congress duty.

Soon a weekly mail, and it is not too much to say that the expenditure for the mail service.

the obligation; which we have assumed

This measure will greatly economize the administration of the Departments of Wa enormous. The troops are largely employed tar in the interior of the continent, many hundred miles beyond any railroad or water communication, and all their supplies have to be dragged after them at a frightful expense other to swell the appropriations for the Army to such an enormous amount. I intended t have looked into the particulars, but I have not had time to do so. No doubt the addition struction of this road; besides, there will be a great saving in the transportation of the fernia now costs us about one million of dollars per annum, which alone will pay the in ble privateer, with half a dozen guns, could terest on the \$20,000,000 to be advanced to enter it and lay the city of San Francisco

road and telegraphic communication between the navigable waters of the Mississippi river, in this strange way, cannot of course be selected and when the bill directs these very surveys and explorations to be made as a not, of course, say, but in any event it is will for the next two years run up to \$1,500, or one of its tributaries, and those of the Pacific coast, and this, too, wholly within our
cific coast, and thi own territory—an enterprise of vast magnitude, which, when accomplished, cannot fail to say I consider his proposition a mere evaluate the honorable Senator from which it would occasion wherever located. I service in California itself, and it will expedite Traid after that time.

To paid which, when accomplished, cannot fail to say I consider his proposition a mere evaluate most single to produce results of infinite consequence to sion of the question before us. I think it we not at every session appropriate from form to produce results of infinite consequence to produce results of infinite consequence to solve the produce results of infinite consequence to produce results of infinite consequence to solve the produce results of infinite consequence to the produce results of infinite con a moderate one. It does not involve an ap- to adopt a measure so utterly futile and im- ches of the public service, and is not the ex- fications of each route with a view to compa- I have, I confess, some serious misgivings in gained to both branches of the public service. propriation of any considerable amount of the practicable. I understand him to avow, with penditure of these vast sums confided, in a rison, and an accurate and precise calculation regard to this business of gold hunting. I lie it remembered that the bill provides in public treasure, and certainly no part of the a commendable frankness, that his object is great degree, to Executive discretion and Exon their economy or cheapness. I say, if this private enterprise, as to make the execution of the work, within a reasonable period, morof the work within a reasonable period, morof the w ally certain. The bill sets aside \$20,000,000 Without dwelling any further on the sub-

can be any inducement for any class of our people to and to any inducement as a world improve this people, after here whose example would improve this people. Special stors, saventherers, and the like, are all that whiteome, and their example are rather permissions.

than beneficial,
"No divil government emanating from the Gov-ernment of the United States can be maintained here without the nid of a military torse—in fact, without its is inevirously and itary government. I do not without the aid of a military torce—in fact, without its being circually and ivery government. I do not believe there is an intelligent man in the Territory who is not at the present time tully sensible of this truth. All branches of this civil government have equally falled—the executive for want of power, the priliciary from the total incapacity & want of principle in juries A she legislative from want of knowledge, as were of them is without restrictions and an exper an investment of the continuous and of principle in juries. The legislative from want of knowledge, a want of i leavity with our institutions, and an extreme reluctance to impose taxes; so much so that they have never even provided the means to subsist prisoners, and consequently felous of all kinds are unning at large.

nning at large. "The New Mexicans are thoroughly debased, and there are some educated gentlemen with respecti-elfamilies: about enough for magistrates and other official yearons. There is not much increase in official persons. There is not much increase in a population, owing to their gross deprayity. I cars if there is a tribe of Indians on this continent

This is certainly a very dismal account of he state of things in New Mexico, but not nore dismal than I believe it to be truthful. A state of things which will continue to the end of time, unless we make the country accessible to our people by a railroad. This would work a speedy and a highly salutary revolution. B it so long as New Mexico remains in her present situation, we shall have a standing commentary on the folly of acquiring so remote a country, and of bringing under our jurisdiction a people so truly wretched. But, Mr. President, I now come to a consideration which I deem of high importance, and which I would urge on the particular attention of the Senate. I maintain that the construction of this road is not only important, out indispensible to the detense of our Pacific possessions. It is, I believe, within the constitutional competency of Congress to carry a road through even a State for this pur-

nose. When a case is as urgent as the present, we can vindicate the work precisely for the reasons which would justify the erection of a fortress to bar the entrance into the Bay of San Francisco. It is not only the most effectual, but the cheapest measure of defense which could be adopted. What is the condition of the Pacific coast now, and what will it continue to be without a railroad! Defenceless, perfectly defenceless. And if a wor were to break out with any leading European Power, how long could we hold those possessions? Honorable gentlemen seem to be disposed to assert here what they denominate the Monroe doctrine, in such a manner as would be very likely to lead to a war. If you thus bring on a collision with great Britain or France, what would become of San Francisco and the other towns situated on the bay of that name! What would become of your Mint and your Navy yard? Sir, that bay is left in such a situation that a misera-